1	2	3	4
6.	Haryana	04	63.00
7.	Himachal Pradesh	11	1793.50
8.	Jharkhand	02	450.55
9.	Karnataka	28	7020
10.	Kerala	01	164
11.	Madhya Pradesh	02	371.96
12.	Maharashtra	17	6968.870
13.	Meghalaya	02	442
14.	Manipur	01	163
15.	Mizoram	01	179
16.	Nagaland	03	725
17.	Orissa	13	1584.87
18.	Puducherry	05	—
19.	Punjab	03	2480
20.	Rajasthan	25	4673
21.	Sikkim	04	—
22.	Tamil Nadu	07	753.20
23.	Tripura	01	310
24.	Uttar Pradesh	08	1291.065
25.	Uttarakhand	03	773
26.	West Bengal	01	102

High security registration plates

725. SHRI B.K. HARIPRASAD: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the present status of Government's proposal to introduce high security registration plates for three and four wheeler vehicles to prevent terrorism and extremism apart from reducing incidences of counterfeiting and delays in tracking of stolen vehicles;

(b) whether the Supreme Court has finally extended the date of implementation of the scheme till 31st December, 2009;

(c) whether this scheme mooted way back in 2001 is embroiled in a series of 21 court cases with regard to tendering process; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO S. KHANDELA) : (a) As per the information available in this Ministry, so far, the scheme has been implemented only by the States of Meghalaya, Sikkim and Goa.

(b) No, Sir.

(c) and (d) Following a series of cases in different High Courts, challenging the tenders floated by various States, the Supreme Court transferred all the writ petitions to itself. *Vide* its judgement dated 30th November, 2004, the Supreme Court dismissed all the challenges to the High Security Registration Plates and also upheld the right of the States to select a capable vendor to implement the scheme on the terms and conditions decided by them. In its detailed judgement, Hon'ble Supreme Court observed the following:-

"The State as the implementing authority has to ensure that scheme of HSRP is effectively implemented. Its concern to get the right and most competent person can not be questioned. The terms and conditions of the tender would enable the States to adjudge the capability of a tenderer who can provide a fail-safe and sustainable delivery capacity".

Timely construction of National Highways in the country

726. SHRI RAMDAS AGARWAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has identified reasons impeding the timely construction and proper maintenance of National Highways in the country;

(b) if so, the details thereof and the steps taken/being taken by Government to remove the impediments and expedite highway development;

(c) the details of targets fixed by Government for increasing the network of the National Highways during 2009-10;

(d) whether any meeting was held on June, 2009 with the highway developers in this regard; and

(e) if so, the details thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH) : (a) and (b) Yes, Sir. The Government has identified the reasons impeding the timely construction and proper maintenance of National Highways (NHs). The main constraints in implementation of the projects are delays due to land acquisition, utility shifting, obtaining forest/environment clearances, clearance for rail over bridges, poor performance of contractors, budgetary constraints, etc. The steps taken/being taken to expedite implementation of highway projects are given in enclosed Statement (*See* below).

(c) No target has been fixed for increasing the NH network during the current year.